

SUBSTITUTE SPECIFICATION
FOR NATIONAL PHASE SUBMISSION

CLEAN VERSION

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ABSTRACT

[0037] When detecting the combustion noise on a combustion engine (10) by using a knock sensor (14), the problem arises in that prior art methods cannot determine with sufficient accuracy how much fuel reaches the cylinder (11) of the combustion engine (10) during a specified injection pulse. For different reasons, e.g. for minimizing the fuel consumption or for optimizing exhaust emissions, a multiple injection with, in part, the smallest quantities of fuel is commonly used in today's combustion engines (10) that require a precise fuel metering. To this end, the measuring window (M) for detecting the combustion noises of an individual injection pulse with regard to its starting and/or ending position is variably formed according to operating parameters so that only the combustion noises taken into consideration are detected that serve as a measure for the injected quantity of fuel.